

Needs Associated with Accommodating Projected Traffic

Reconstruction would address seven primary deteriorating or deficient elements that contribute to safety concerns of the existing road:

- Roadway surface
- Road vertical and horizontal alignment
- Travel lane width
- Shoulder width
- Drainage facilities
- Pullouts and parking areas
- Bridge width and structural integrity



Needs Associated with Maintenance

A goal of the proposed reconstruction is to provide a roadway with design features compatible with current maintenance equipment and techniques, affording safe and efficient maintenance practices.

- No federal or state agency claims ownership of the road
- The National Park Service has maintained segment 4 historically, but is not allocated funding for maintenance
- When the entire section within Wyoming is reconstructed to current standards, Wyoming will consider assuming ownership of U.S. 212 in northwestern Wyoming



Needs Associated with Land Management Goals

Reconstructing the road would improve its deteriorating condition, safely accommodate current and projected recreational use, allow the Shoshone National Forest to continue to manage activities along the road, and enhance recreation and scenic values. The Shoshone National Forest manages Segment 4 for two distinct types of road use:

1. West of Long Lake is managed for more intensive recreational activity, including pedestrian and bicycle use
2. East of Long Lake is managed for driving and viewing scenery



The Proposed Project

The project would include:

- Widening the road to accommodate current and projected vehicular use and necessary maintenance activities
- Installing adequate drainage structures
- Installing sub-surface drainage features and subgrade stabilization measures
- Removing existing historic bridges where necessary and building new bridges
- Constructing a new road surface composed of crushed aggregate base and asphalt concrete pavement
- Improving parking areas and pullouts adjacent to the road
- Upgrading signs, striping, guardrails, and other safety-related features
- Implementing environmental commitments to reduce or mitigate environmental impacts

Involved Agencies



Federal Highway Administration

The Federal Highway Administration is the lead agency for the project and is responsible for project development, environmental evaluation, preparation of the EIS and a Record of Decision, and construction contract management.



Shoshone National Forest

The Shoshone National Forest manages the National Forest lands adjacent to the road. It provided information about environmental resources along the road, assisted in EIS development, and developed alternatives for the workcamp.



National Park Service

The Beartooth Highway was built as an approach road to Yellowstone National Park. The National Park Service maintains the road to the extent it has funding. It assisted in EIS development, provided information about the road's history and jurisdiction, and identified maintenance issues associated with the road.



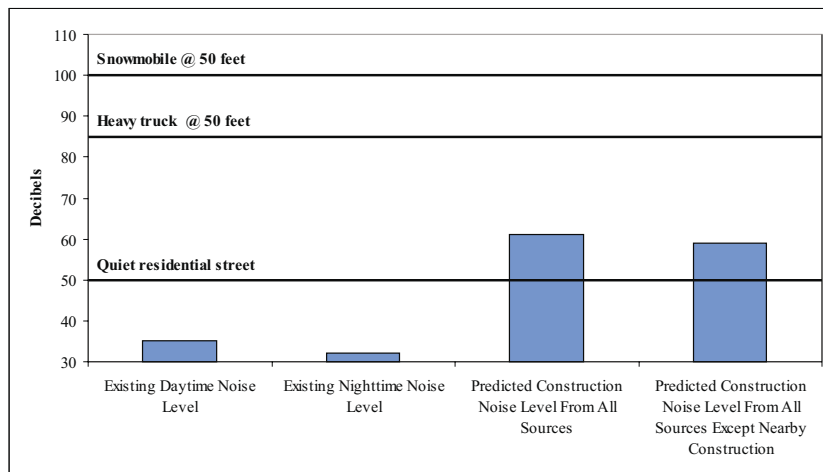
Wyoming Department of Transportation

The road is being constructed to the standards of the Wyoming Department of Transportation. It assisted in identifying appropriate design standards and maintenance issues associated with the road.

Noise

In all build alternatives, construction noise would be higher than existing noise levels. The increased noise would be noticeable by visitors at the Top of the World Store, the two campgrounds, and the adjacent wilderness and roadless areas. After the 6-year construction period, construction noise levels would cease. Over the long term, increased traffic would slightly increase noise levels over existing levels.

Predicted Construction Noise at Island Lake Campground



Predicted Construction Noise at Top of the World Store

